



**CITY OF SAN ANTONIO  
OFFICE OF THE CITY COUNCIL  
COUNCIL CONSIDERATION REQUEST**

TO: Mayor & City Council

FROM: Cris Medina, Councilman District 7

COPIES TO: Sheryl Sculley, City Manager; Leticia Vacek, City Clerk; Edward Benavides, Chief of Staff; Chris Callanen, Assistant to the City Council; Michael Bernard, City Attorney; John Peterek, Interim Management Services Administrator

SUBJECT: Safe Streets San Antonio

DATE: January 30, 2013

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Issue Proposed for Consideration

I ask for your support for the inclusion of the following item on the agenda of the earliest available meeting of the Governance Committee:

In an effort to increase the safety of neighborhood streets for children, families, pedestrians and cyclists and reduce injury and loss of life caused by excessive speed, I ask city staff to research and recommend measures to mitigate speeding primarily in areas where there are high numbers of pedestrians and children, such as parks, licensed day care centers, senior centers or where the standard speed limit of 30 is unreasonable, unsafe, or where there has been a history of consistent speeding violations.

Measures should include but are not limited to the following;

- 1) Examination of the current speed hump approval process and the requirements for other traffic calming measures where the safety and security of citizens requires it. Factors to consider when approving the installation of speed humps or other traffic calming measures may include auto accidents, auto-pedestrian collisions, roadway conditions, speeding violations and citizen requests.
- 2) Implement a request procedure (similar to that of speed hump request procedure) for residents that live on an urban district roadway i.e. residential street, to petition the city to reduce the speed limit from 30 to 20 or any reasonable or necessary speed limit, but not less than 20.
- 3) Designate and install reduced speed zones adjacent to licensed day care centers, city parks, senior centers or any other property that city staff deems warranted or at City Council request within the City of San Antonio.

Brief Background

According to the Federal Highway Association, reduced speeds are imperative to safer streets and sidewalks for pedestrians. Among other findings, they noted "a pedestrian hit by a vehicle traveling 20 mph has a 95 percent chance of surviving. If the vehicle is traveling at 30 mph, chances of survival decrease to 55 percent. At 40 mph, only 15 percent of pedestrians can

expect to survive."

In fact, the distance required to stop a vehicle traveling at 20 mph is 19.1 feet. The stopping distance increases to 43 feet at 30 mph, and jumps to 76.5 feet at 40 mph. Therefore, reducing speeds on residential streets will both increase the opportunity for a driver to avoid a collision with a pedestrian and also greatly increase the survival rate for pedestrians, if struck by a vehicle.

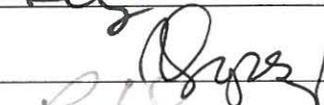
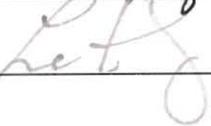
Submitted for Council consideration  
by:



Councilman Cris Medina, District 7

Supporting Councilmembers' Signatures (4 only)

District No.

1.		1
2.	Reg Saldana (TOS) for discussion	4
3.		6
4.	 for discussion	3

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